

**MARIN COUNTY CONGESTION MANAGEMENT AGENCY,
MARIN COUNTY BOARD OF SUPERVISORS, AND
MARIN COUNTY TRANSIT DISTRICT**

THURSDAY, MARCH 25, 2004

Representatives Present: Susan Adams, Marin County Board of Supervisors
Cynthia Murray, Marin County Board of Supervisors
Barbara Heller, Marin County Transit District
Steve Kinsey, Marin County Board of Supervisors
Joan Lundstrom, Larkspur City Council
Hal Brown, Marin County Board of Supervisors
Alice Fredericks, Tiburon Town Council
Bruce Sams, Belvedere City Council
Dick Swanson, Mill Valley City Council
Pat Eklund, Novato City Council
Lew Tremaine, Fairfax Town Council
Paul Albritton, (Alternate to Amy Belser) Sausalito City Council
Melissa Gill, Corte Madera Town Council
Peter Breen, San Anselmo Town Council

Representatives Absent: Annette Rose, Marin County Board of Supervisors
Al Boro, San Rafael City Council
Tom Byrnes, Ross Town Council

Staff Members Present: Craig Tackabery, CMA Executive Director
Art Brook, CMA Deputy Executive Director
Dean Powell, Principal Transportation Planner, Marin County DPW
Jack Baker, Senior Transportation Engineer, Marin County DPW
Tho Do, Associate Civil Engineer, Marin County DPW
JeriLynne Stewart, Recording Secretary

1. Overview of Transportation Funding

Executive Director Craig Tackabery introduced Dianne Steinhauser of the Metropolitan Transportation Commission (MTC), who was instrumental in assisting the Agency in acquiring funding for Segment II of the Gap Closure Project last year and obtaining right-of-way funding for segments for III and IV. Ms. Steinhauser and her colleague from MTC's Programming Allocations Unit, Ross McKeowan (sp?) lead a detailed discussion on acquiring and spending monies for regional projects. Ms. Steinhauser explained how much money comes into the region, in light of the decline of revenues and how that has affected Marin projects, plus the prognosis for the future and the rules that govern funding for jurisdictions receiving state money.

Ms. Steinhauser presented the funding sources coming into the region, and broke the sources into four categories:

1) State discretionary funding, which includes ITIP, SHOPP, TCRP, Proposition 42, and State Transit Assistance (STA). MTC developed a 5-year program, RTIP, which allows them control of federal monies coming to the state, known as Surface Transportation Improvement Program (STIP) money - 75% to the regions; 25% is retained by the state, totaling approximately \$650M, and includes HOV lane projects through Marin and Sonoma counties. MTC has discretion over funds coming into the region, including formula funds and fixed guideway funds totaling approximately \$300M per year (5307 & 5309 funds). This figure is based on how much transit (reportable hours, ridership, etc.) is operating in the region. The majority of the money spent in the region is for rehabilitation and maintenance.

2) Regional discretionary funding, including BATA toll revenues, seismic surcharge (AB1171), toll funding (AB664), clean air programs (AB434), and Service Authority (SAFE);

3) Federal funds; and,

4) Local discretionary funding, including local streets and roads gas tax subventions, Proposition 42 dedicated to jurisdictions by formula, TDA, county sales tax measures, Golden Gate Bridge tolls, and property and parcel taxes. It is local funding sources which bring in the bulk of the money into the region; the remainder of funding is split between the three other funding categories.

Ms. Steinhauser and Mr. McKeowin explained funding cycles; timely use of funds and the problem sponsors run into when meeting funding commitments. MTC's estimate of funding over a 25-year period totals approximately \$109B, 65% of which is generated from local funding sources, 11% from federal, 12% state, and 12% regional funding sources. One of the key programs MTC handles is the Transportation Development Act (TDA). Other programs include STA, bridge tolls (approximately \$125M per year), FTA formula funds (approximately \$123M per year), and STP/CMAQ/TE programs.

Ms. Steinhauser continued by discussing the current state financial crisis, and illustrated California's fuel tax loss of value – 1/3 of its original value since 1964. At the state level, there have not been any additional taxes from which to gain funding. She also presented a State Transportation Improvement Program (STIP) graph which showed the cash draw on the State Highway Account if all current programming commitments were kept, which leaves only approximately \$16M for all 9 Bay Area counties to share.

House and Senate proposals and recommendations were discussed, and Ms. Steinhauser explained how much funding Bay Area counties could count on from STIP. The RTP funding distribution totals approximately \$109B between 2005 and 2030. 88% of that goes to rehabilitation and maintenance.

MTC's policy pursuits were identified, which included indexing federal fuel taxes, lowering voter threshold for special transportation taxes, maintaining and increasing funding flexibility to respond to changing circumstances, and the future of tolling and other pricing mechanisms.

Agency member questions included the following: whether an ISTEA reauthorization match would be increased; Ms. Steinhauser said transit matches would definitely be considered; question as to how much funding from the gas tax actually goes to transportation and road improvement; MTC said \$.36 is actually spent on transportation - \$.18 from federal funds and \$.18 from state. Ms. Steinhauser explained reasons why, historically, infrastructure received very small portions of funding during recessions. To the credit of building and trades, Ms. Steinhauser said they managed to save \$400 - \$500M in the Prop 42 money this year that was supposed to offset General Fund increases, and keep the money in the TCRP and STIP. However, the STIP actually dipped below zero.

Additional comments and questions included: voters of Marin have supported Regional Measure 2, with the promise of a certain amount of dollars being allocated to Marin, yet if a Marin project is supposed to be awarded funding and becomes stalled due to other priorities, will the money already awarded to the Marin project stay in Marin? Ms. Steinhauser described a process built into the law, stating that if a project isn't delivered, MTC has the authority to reassign the funds to another project in the bridge corridor, and Marin's MTC representative can advocate that the reassigned funds are assigned to a project within Marin.

Chairman Steve Kinsey called the Joint Meeting to order at 7:45 p.m.

2. Board/Agency Member Matters not on the Agenda

None.

3. Approval of Joint Minutes of February 26, 2004

Agency member Pat Eklund said that the original motion was to submit the Draft of the Sales Tax Expenditure Plan to cities for comment (page 5). Also, during the discussion of polling issues pertaining to the Plan, the Agency agreed to limit the amount of questions regarding rail to two, due to concerns of the timing of having two possible sales tax measures on November's ballot.

Novato City Council Member Pat Eklund motioned to approve the modified minutes; Fairfax Council Member Lew Tremaine seconded the motion. Motion passes 12/0/2. San Anselmo Council Member Peter Breen and Sausalito City Council Member Paul Albritton abstained.

4. Executive Director's Report
a. Caltrans' Regional Express Bus Study

Executive Director Craig Tackabery said Caltrans will have public Express Bus Study Workshops over the next two weeks. He also reminded Agency Members of the Special Meeting scheduled April 8th. It was also agreed that the regularly scheduled Joint CMA/BOS/Transit Meeting on April 22nd would be moved to April 29th.

5. Caltrans Report – Status of the Highway 101 HOV Gap Closure Project Design and Construction

Yader Bermudez, District Division Chief, Project Management North, of the Department of Transportation (Caltrans), distributed full sized copies of Caltrans' Performance Goal Summaries over a 10-year period in response to requests at the last Joint Committee Meeting. He introduced Jit Pandher, Project Manager for the Highway 101 Gap Closure Project. Mr. Bermudez described the SHOPP 4-year plan and 6-year projected plan, and indicated that due to the current budget crisis, project allocations exemplified on the plan will be revised next week.

Mr. Bermudez said the median barrier on 101 in Southern Marin project is now 43% completed in 28% of the time allotted for this project. Next, Mr. Pandher described the 5 construction segments/units of the Highway 101 Gap Closure project: 1) Cal Park Hill (now completed), Corte Madera creek bridges (currently under construction), San Rafael viaduct to North San Pedro Road (design will be completed within approximately 4 weeks), the I-580/San Rafael viaduct, and finally the planting and mitigation.

Mr. Pandher continued by showing the Corte Madera creek bridge plan review and bike path detour alternatives, plus aesthetic treatment along Highway 101. He said the Lincoln Avenue/Brookdale area project will begin demolition work of existing structures within 6 weeks. Should anyone – public and officials - have any questions or concerns about this demolition work, please contact David Keba at Caltrans: (510) 286-5497.

Supervisor Adams questioned what will happen to the bikeway/path of Puerto Suelo Hill on the final phase; Executive Director Craig Tackabery explained that this issue is related to the relocation of the soundwall requested by SMART. Mr. Pandher said SMART has requested Caltrans relocate the soundwall to the other side of the railroad tracks. SMART is currently working on their draft EIR, which will address the soundwall relocation issues. Supervisor questioned whether staff and SMART are coordinating issues of bicycle access in this area, and whether they will be available and safe.

It was questioned whether Caltrans is requiring or requesting that the soundwall debris, once its demolition is underway, be recycled. Mr. Pandher explained that the demolition of the soundwall will be part of the highway project contract when Caltrans goes into the HOV lane construction/phase. The soundwall then becomes the contractor's property, as does the debris from houses demolished along Lincoln Avenue in the contract mentioned earlier. Caltrans meets with the contractor tomorrow for the housing demolition project to discuss scheduling details, and at that time, the contractor will be asked whether they salvage, recycle or dispose of demolished materials.

6. Reports from Subcommittees

a. SMART

Council Member Peter Breen reported on the March 7th title transfer/legal possession of the 68-miles from Lombard to Healdsburg. The Cloverdale Station (in use) is still owned by the Golden Gate Bridge, Highway & Transportation Transit District.

\$7.9M is being released from FEMA to North Coast for the repairs from Lombard to Willits. It is their hope that freight service will begin by the fourth quarter of this year.

A possible November ballot measure from SMART has raised issues among its board members, who have agreed to review the results of the Marin County CMA's poll before making any firm decisions on when, yet they unanimously agreed to go forward with the pursuit of a ballot measure. Council Member Breen also requested that those in attendance tonight visit the Petaluma Rail Station rehabilitation, which may be considered a look into the future of rail stations to come. The City of Petaluma allocated \$500M for the preservation/rehabilitation.

After having attended a recent meeting between representatives of SMART and CMA, Chairman Kinsey reported on the legal issues of certification of environmental documents and the political issues of acceptability of having a SMART measure on the ballot in the fall. Chairman Kinsey reminded Agency members that for SMART to be on the ballot, it requires a majority vote that includes a majority of the directors in each of the individual counties.

Public comment included: a question on the position of the Marin County CMA representatives, and whether the CMA deliberate and give direction to the SMART representatives; recommendations that this be a creative, Sonoma-only measure.

b. Marin-Sonoma Narrows Policy Advisory Group (PAG)

Supervisor Cynthia Murray said the basis for PAG's recent meeting was an urgent item to review the design and the aesthetics for the Redwood Landfill Flyover, which is a privately financed project by landfill owners to provide safety improvements. Designs presented at the meeting were few; Caltrans presented additional designs at the Novato City Council meeting and received feedback from council members as to the variations of patterns they each would like to see on the wall. Supervisor Murray said the PAG will meet again April 6th at the Petaluma City Council Chambers to decide on the aesthetics/the wall pattern and discuss project's current status.

Karen Nygren, Sierra Club, also attended the PAG meeting, and asked Supervisor Murray to consider a (rock) pattern similar to the wall along Highway 101 between San Rafael and Larkspur.

7. Transportation Sales Tax Expenditure Plan

a. Regional Measure 2 Results Analysis

David Hyams presented an overview and analysis of this month's election results, and stated that although it is good news that it passed, it received 64% approval from the voters, which is slightly less than the 2/3 vote needed, if this is to be equated with the November ballot measure results.

b. Revised Estimate of Revenue Potential of a Sales Tax Measure

Bonnie Nelson of Nelson Nygaard Consultants presented a detailed evaluation of the revenue generation assumptions related to a transportation sales tax. Agency Member Swanson asked about the history of sales tax collections and requests 2002 receipts; Ms. Nelson agreed to provide him the information. She spoke of the importance of showing immediate results, and the need to have the money up front. Ms. Nelson's team evaluated the capacity of a ½ cent sales tax to accelerate capital projects, like the Gap Closure Project, through bonding levels of \$30, \$50, or \$70 million dollars. Ms. Nelson explained what remaining resources would be available to the new Transportation Authority after bond payments and administrative costs.

Supervisor Adams questioned whether the payback of a bond would leave the Transportation Authority funding from the annual sales tax to support operating costs, which is why Ms. Nelson stressed the fact that \$70M would not work.

Chairman Kinsey asked whether the 5% illustrated in the Nelson/Nygaard Revised Estimate was self-imposed or a form of guidance provided for the Agency. Ms. Nelson said it is an average from self-help counties throughout California, which includes staff, consulting, accounting, and legal services, rent, etc. 1% of revenues are capped by statute, for salaries.

There was consensus from the Joint Committee that staff should use the updated revenue estimate information and to incorporate related revisions into the final draft of the Transportation Sales Tax Expenditure Plan.

c. Report on Outreach and Education Activities

1. Ballot Measure Schedule, City and Town Council Meeting Schedule, and Feedback Received to Date

Dean Powell, Principal Transportation Planner, detailed what has been achieved thus far in the development of the transportation sales tax ballot measure via an updated schedule of tasks.

- March: The Board of Supervisors adopted a resolution to form a Transportation Authority subject to the concurrence of the majority of the cities and towns representing the majority of the population. Staff has been making special presentations to the cities and towns and has received several actions approving the authority. Staff has initiated and completed the transportation poll; pollsters are currently drafting their report, which will be presented at an April meeting. The Governance Subcommittee will meet next week to discuss the Administrative Code draft.
- April: Conclude presentations to the cities and towns. There will be a special Joint CMA/BOS meeting on April 8th, followed by the regular Joint CMA/BOS/MCTD meeting on April 29th, at which time we hope to meet as the new Transportation Authority. The elections of a chair and vice chair, and to determine the staggered terms, are the only two administrative requirements by law to occur at that meeting. Final Expenditure Plan will be presented to the BOS and cities and towns for final approval, to be released in May.

General comments received by staff from the Sales Tax presentations to cities and stakeholder groups are as follows: Many cities are awaiting poll results prior to offering reactions to programs and projects and allocation amounts; there is a strong concern as to whether each city and town will receive its fair share of allocations; requests for more information pertaining to the funding and service relationships between GGBH&TD and the MCTD; and, many jurisdictions approve of a local match for local roads. A complete matrix of all comments will be provided at the April 8th meeting.

Novato Agency member Eklund explained that comments from the Novato Council Meeting expressed a desire to have some funding for San Francisco bound buses; a need for performance standards to measure progress; whether allocations should be set for local roads at all, and that if there is to be an allocation for local roads, how will monies be allocated and that Public Works Directors should not be the deciding authority for this action; and, strong sentiment against businesses receiving public money for transportation control measures.

Agency members Swanson and Tremaine were actually randomly chosen as pollees. Agency member Tremaine felt that the questions were not leading.

David Schonbrunn commented on the fact that, after having read the resolution regarding the Transportation Authority, felt that language designating authority to the CMA may be misleading. He referred to SB45, and

requested there be voting seats for GGBH&TD, SMART, and MCTD. Chairman Kinsey said the issue will be investigated. Mr. Schoenbrunn said he, too, was polled, and yet felt the questions were manipulative regarding the share of funds for transit and roads. His concern is that the interpretation of poll results will be unsupportable.

Executive Director Tackabery said the poll was a split sample; some pollees received questions containing higher percentages for roads while others received questions containing higher percentages for transit. Agency member Albritton said it would be important to take stock in the impact this public outreach could potentially make on the impression of the Sales Tax Measure before its formed. He urged CMA members take note that the focus needs to be on soliciting input, as opposed to directing the concept (of the measure). He felt Mr. Powell did indeed solicit input at the Sausalito Council's presentation.

Agency member Lundstrom referred to the TAC, a committee already in place comprised of Public Works Directors and other representatives, which has worked well for the past 8 to 10 years to provide a foundation and "divvy up" funding allocations for projects, and has established factors based on road mileage, etc.

2. Media Clip List

Chairman Kinsey summarized the discussion by saying that the draft Plan is out; criticism of the Plan is as valid as praise, and he thanked Mark Prado of the Marin Independent Journal for the level of commitment made to bringing and keeping this issue at the forefront of readers' and voters' thoughts and concerns. Chairman Kinsey said the challenge we face in this campaign is for all voices to be heard and to try to respond responsibly to all the voices. The looming question is what has the voter been able to distinguish on his or her own from the wide array of information available?

Karen Nygren agreed that the TAC does indeed work well as a group, and requested the verbiage of the Plan be revised to reflect that a well-rounded body of decision-makers be the authority to determine allocation amounts for local roads, and not just the Public Works Directors alone.

3. Draft Fact Sheet

Mr. Powell requested feedback and direction from Agency members on the presented Fact Sheet, which staff would like to distribute to all city and town halls as a 'leave behind' as soon as possible, and requested feedback and direction on the Transportation Authority logo samples provided.

Agency member Swanson asked for clarification about the intention of staff to provide specificity or detail to the definition of a local bus system we are going to fund for \$165M. Bonnie Nelson explained we have the plan to first stabilize the transit system in the first year, stopping any further cuts or fare increases. Then, a detailed study that first year would determine where improvements would be made. In the 20-year Plan now, corridors have been identified for frequency improvements and community based routes, and spending priorities and criteria for making investments have been identified.

Agency member Tremaine said it is the community and the Agency (Authority) who have to make the decision as to the definition of a local bus system. He felt the Fact Sheet is a persuasive document and has no place at town or city council meetings. Additional agency member comments included: the Plan's verbiage of "...develop a local bus system..." is not defined, and that efforts to stabilize the system are not persuasive, and that voters will not vote for something that is not specific; the Fact Sheet should not be used & should be deleted; verbiage pertaining to "...carpool lane..." should be revised to state "... HOV lane for buses, car and van pools; question as to whether we are assuming local bus system is the GGBH&TD, or Laidlaw or, is there a way to build a provider-selection process, whatever the outcome of the Plan may be.

Chairman Kinsey responded by saying there are many factors associated with deciding economical ways to go forward; there are specific federal statutes that apply to withdrawal of service. He spoke of making transit

better by combining local routes with inter-county routes last year. The MCTD and GGBH&TD are negotiating a service contract now. Ms. Nelson pointed out that the Plan specifies that monies will not go to directly to the GGBH&TD, they will go to the MCTD, where the Agency can then make local decisions about how the money is to be spent. The Agency is not in the position today to specify which provider is to receive funding, yet the decision will be made locally.

Supervisor Adams said the Fact Sheet should not be used, and commented that on the "What's not Included" section, what is not included is the "...purchase for open space". In response to comments about the lack of plan specificity She said there are set projects to which the public can be directed, for example, paratransit, and the West Marin Stage; our seniors are at risk for immobility if the Sales Tax Measure does not pass. Supervisor Adams said we do not want to lock ourselves into specifying routes now; transit will have to change as County's mobility needs change.

Agency member Fredericks said the public will wonder whether transit will serve them or the people they think need transit, and does not feel we need to list specific projects and routes in an effort to prove now how \$165M will be spent. We need to make a case for the fact that it will be the public who will have input and that the decision as to how the \$165M will be spent will be made locally.

Agency member Lundstrom hoped the meeting was being recorded, and that staff was taking note of the tough questions in an effort to provide the Agency and the public responsible responses.

Craig Yates stressed the need for the enhancement of the transportation system. There is no inter-city transportation system. The greatest problem now is the ADA regulation of the $\frac{3}{4}$ -mile off a fixed route; the elimination of fixed routes has made it so that people have to walk to a bus stop. For example, a friend of Craig's in Lucas Valley has to go two miles to be within the $\frac{3}{4}$ -mile range of a fixed route, in a wheelchair. This is very unsafe.

4. Website Development Status

David Hyams gave a brief presentation of the website homepage draft, detailing "click" procedures, key features, language used directly from the Draft report, projects specified for "Your City," and more. The website will not go live until the end of April when the final Plan is compiled. The components of the Plan – the 4 strategies – are listed on the left, and go into details via layers. The "Your Neighborhood" feature/selection is really the foundation of this website, to locate and learn about which projects are planned for which city.

Supervisor Cynthia Murray noted that a software program called "My Neighborhood" already exists; are we using that or something like it? Mr. Hyams, although not the software engineer, said base maps are being used. Supervisor Murray suggested we not use a lot of acronyms, which can be too confusing to the public. She asked if this website will be able to track how many hits it receives and long people stay in specific areas of the site, etc. Mr. Hyams explained that although all of those things can be accomplished, it really becomes a monetary/budgetary issue. It was suggested that the buses, cars, bicycles, and pedestrians featured on the 'wallpaper' of the site have corresponding icons on which to click for that modes' enhancements throughout the County. Supervisor Adams suggested an icon of a disabled person be added.

The launch of the website will not be until the Plan is approved, yet a working demo will be available on April 29th. Chairman Kinsey said this website is the education piece which precedes the Ballot Measure campaign. How does the transition from education to campaign happen? As a public agency, we cannot advocate, therefore we need legal counsel overseeing our educational procedures and processes. A campaign committee has been formed and there will be a campaign website in addition to ours.

5. Marin County Transportation Authority Logo Ideas

Agency member Albritton noted transit has enhanced Sausalito's mobility and ridership is slightly up. He also suggested the new entity be designated as the "Transportation Authority of Marin" which creates the creative acronym, TAM. He also suggested a design group or the community at large could design a creative logo.

d. Update on the Draft Administrative Code for the Marin County Transportation Authority

Agency member Lundstrom spoke on behalf of the Governance Subcommittee, which includes Supervisor Murray, and Mayors Swanson and Eklund. She said a number of changes were made to the draft, and that they will meet again next week. They hope to present a final draft to the Agency soon. Dean Powell reminded the Agency that staff's intention is to have action taken on this issue in May.

8. Open Time for Items Not On The Agenda

None.

Chairman Kinsey adjourned the Joint Committee meeting at 9:20 p.m.

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Chairman Steve Kinsey called the CMA Meeting to order at 9:21 p.m.

8. Open Time for Items Not On The Agenda

None.

9. Agency Member Matters Not On the Agenda

None.

10. Approval of CWPA and CMA Minutes of February 26, 2004

M/S Swanson/Tremaine to approve the minutes. Motion passes 7/0/2. San Anselmo Council Member Peter Breen and Tiburon Council Member Alice Fredericks abstained.

11. Executive Director's Report

No report.

12. Draft Regional Transportation Plan (RTP) (Transportation 2030) Project List

Executive Director Craig Tackabery introduced Lisa Klein of MTC and Dana Cowell of Caltrans who can provide information on the process and various projects. The RTP is produced every four years; the last Plan was produced in 2001. It is a planning document which lays out how Federal, State, and regional transportation funds are expected to come to the Bay Area, and the projects staff will look at over the next 25 years. The staff report illustrates the process staff uses to list the projects.

Staff recommended the Agency review MTC goals and objectives listed in the report; review project performance evaluations; approve the draft fiscally constrained list, based on the estimate we would have to program over the next 25 years, and Big Tent proposals we hope to pursue; and direct staff to proceed with implementing public outreach on draft proposal as discussed at a prior meeting. We will conduct a workshop in low-income communities, working with the Grassroots Leadership Network, on April 17th to focus on residents living in the South Novato, Marin City, and Canal areas. Finally, it is recommended that the Agency give its approval of the final Draft on April 29th.

Therefore, the action that is needed from the Agency is to approve the draft fiscally constrained as outlined in Attachment D. Mr. Tackabery reviewed the questions/issues posed at the last meeting.

Regarding the location of Park 'n Ride lots, Project #157, Dana Cowell, Deputy of Planning and Local Assistance for Caltrans District 4, explained that funding set aside for future Park 'n Ride lots could be used for enhancement, based on the Regional Bus Study findings. Alameda de Prado's Park n' Ride lot is one of the five slated for enhancements, as well as Manzanita, 101 @ Seminary in Mill Valley, 101 @ Heatherton & 3rd St. in San Rafael, and 101 @ Spencer in Sausalito. These lots are a preliminary list.

Regarding the location of ramp metering and fiber optics, Project #159, Mr. Cowell (sp?) said this is really two projects covering the length of Highway 101 in the County, and the portions of Highway 580 and 37, immediately adjacent to Highway 101. The idea is to make the corridor 'smarter', featuring changeable message signs, fiber optic cable which can be hooked into the Transportation Management Center, hazard advisory radio (511), closed circuit TV, working with emergency systems, and detectors in the pavement to determine flow of traffic. Mr. Cowell explained that the Agency and the public will have opportunities to choose whether additional signage is needed in Marin. As Caltrans is the owner/operator of the highway system, Mr. Cowell explained that they may feel they have a compelling need to approach the CMA with the idea of installing a changeable message sign at some point. If a jurisdiction is uncomfortable with the decision to do this, due to visual issues, etc., Caltrans will not install the sign.

Project #437, 101 NB auxiliary lane @ Nave Drive: Mr. Cowell said Caltrans reviewed the project per CMA request, and reported that if there were improvements added to improve the flow of traffic from I-580 WB to NB 101, then an additional bottleneck would be created, this NB 101 auxiliary lane @ Nave Drive would resolve the problem.

Mr. Cowell defined 'auxiliary'. Typically it is a lane, approximately 1-mile or less in length, between one freeway onramp to the next freeway off-ramp. It gives operational room for vehicles to get on and off a freeway and not disrupt the mainline flow. This would only provide enough money in the next 25 years to study the issue, not build it, unless new monies were found. Chairman Kinsey suggested design issues could be detailed at future meetings.

Project #436, 101 SB auxiliary lane, Lincoln to Mission. A comment was there is inadequate right of way for that project; why is it on the list? Caltrans believes there is adequate right of way to have a future auxiliary lane, and adequate room for the SMART right of way; there would not be a conflict.

Project #444, 101/I-580 interchange improvements. There was concern was that any improvement there would exacerbate the traffic in the area. One concept is that of a "queue-jumper" or establishing a short connecting lane from I-580 to NB 101 going directly from the "cued-up" lane into the HOV lane; short in distance.

Public comments included: request for an analysis of the Regional Bus item, referenced in Attachment A; the Greenbrae Interchange should not be a high priority for utilization of funds, the last page of summary, indicates 4.89% would be for bike and pedestrian facilities, yet the chart in Attachment D, indicates less. Staff responded that they will be prepared address this issue in April.

Caltrans requested the Agency provide additional consideration in the constrained list for \$18M requested for ramp metering, TOS, fiber optics for operational improvements.

Mr. Cowell explained that TOS is the Traffic Operation System. Mayor Albritton commented he supports focusing on system performance enhancement. With regard to using transponders to measure congestion, Caltrans needs to work with MTC to avoid duplication.

MTC's Lisa Klein explained that Attachment A is the current RTP. She explained MTC's long range planning process, and what is needed to update CMA's commitments.

Agency member Lundstrom requested staff be clear as to which document the recommended action is referencing.

M/S Breen/Lundstrom move to approve Attachment D. Motion passes 9/0/0.

13. Overview of Transportation Planning and Land Use Solutions (TPLUS) Work Program Schedule and Technical Advisory Committee

This is an informational item, identifying greater linkage between land use and transportation issues. It is a look at how we may spend our share of the Program's funding. Chairman Kinsey explained the identifying criteria for the work program. Council Member Lundstrom suggested the TAC be comprised of 7 members. Dean Powell said the Program Draft would be available in June, with its final adoption in July, 2004.

14. Open Time for Items Not On The Agenda

None.

Chairman Kinsey adjourned the meeting at 10:10pm.